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PRICE ONE CENT.

NEW YORK, THURSDAY, DECEMBER 20, 1894.

PRICE ONE CENT.

6 O'CLOCK EXTRA.

NO RECEIPT, NO RACE.

America's Cup Committee Cables Its Ultimatum to England.

TEN MONTHS' CLAUSE WAIVED.

Willing to Race Next September and Grant Three Weeks for Fitting Out Valkyrie.

ORIGINAL TERMS TO STAND.

N. Y. Y. C. Must Receive an Agreement from the R. Y. S. to Accept the Trophy.

The Cup Committee of the New York Yacht Club met to-day at noon in ex-Commodore Smith's office in Broad street, to consult on the cablegram received from Lord Dunraven yesterday. The message read:

LONDON, Dec. 12. Smith, Yacht Club, N. Y.: Cable of 17th received. Middle of November considered much too late, but Dunraven will race September or within three weeks of arrival. If this is accepted, question of receipt will be referred to special meeting at earliest opportunity.

If refused, special meeting unnecessary. Guarantee that Squadron would not demand cup failing agreement on receipt intended.

GRANT, Commodore.

Following is the answer of the Cup Committee, cabled to-day:

Will fix first race eight months from receipt of advice from your Royal Yacht Squadron, the terms of our cable of 17th are officially agreed to, and Dunraven's request for three weeks to fit out after arrival, is granted.

SMITH, Chairman.

The plain gist of the Cup Committee's cable is that Lord Dunraven's challenge will be accepted if the Royal Yacht Squadron will sign a receipt for the cup.

The concession made was waiting ten months' notice and the granting of three weeks' time to Lord Dunraven to enable him to fit out his new Valkyrie in proper shape after her ocean voyage.

The Cup Committee has not receded from its original position, for it has all along assured Lord Dunraven that dates would be advanced if possible. The Cup Committee has now done all in its power to promote a race. The Englishmen persisted in ignoring the deed of gift and, on the other hand, the Cup Committee has been steadily refused to recognize any challenge which did not give the assurance that a receipt, under these terms, would be given.

The Englishmen have branded the deed of gift as unfair and unseemly, and do not want to receive from this position.

The bone of contention is still the same, and the prospects of a race are not very much brighter unless the English attitude is very much changed.

Ex-Commodore Smith, however, believes that the prospects of a race are very favorable.

The message we have just sent yields the time asked for by Dunraven," he said. "I cannot doubt but that this must settle the question, and that the race will take place in 1895, at any rate, if it will not be this committee's fault if it does not occur," concluded Commodore Smith.

The concession of time made by the Cup Committee, said a prominent yachtsman, "leaves the Royal Yacht Squadron no alternative. They must either acknowledge the deed of gift or withdraw the challenge. There is no loophole. Should a refusal be decided upon there will be no more international yacht races so far as the America's Cup is concerned for some years to come. No other English yacht club would challenge, and the deed of gift cannot be altered, as the last of the donors of the trophy is dead."

It will be seen that a critical period has been reached in the history of international racing, and the Royal Yacht Squadron's answer will be awaited with great interest in this side of the water.

CUP CHALLENGES AT AN END.

Lord Londale Says There May Be No More Races for the Trophy.

LONDON, Dec. 20.—The greatest interest is manifested in yachting circles here in the result of the America's Cup Committee meeting to-day.

This syndicate is composed of Lord Dunraven, Lord Londale, Lord Wolverton and Henry McCalmont, who has just had a magnificent 1,000-ton steam yacht, the Giralda, built for him.

Discussing the prospects of a contest, Lord Londale said:

"If the New York Yacht Club does not accept the offer, which we have after long consultation been able to make, there will not be another international yacht race for a generation. It is true that, if the Royal Yacht Squadron is unable to bring about a match, the Royal Victoria Yacht Club, the second of the English yacht clubs, or, perhaps, the Royal Dorset Yacht Club, also a very prominent organization may challenge, because many of the members of those two clubs are members of the Royal Yacht Squadron. But it is a question if English yachtsmen would approve of such action."

"In my opinion the Americans are acting in a childish and unseemly manner. We are doing everything we can to arrange a race. We absolutely



THE MASSACRE AT PORT LEXOW.

(Sketches on the spot by an "Evening World" Artist.)

fail to understand why the American yachtsmen cannot accept a challenge which is identical with that of 1892, when they did not object and were, in fact, quite willing to race under our proposal.

"The real reason, in my mind, for the Americans' failure to accept our challenge is that we are now too near their best form of yacht, and they remember that upon the occasion of the last series of races for the America's Cup we were really entitled to one race, and only lost through an accident."

Lord Wolverton said:

"I do not think there will be a race next year for the America's Cup. The whole thing has become a question for lawyers to decide, as the American yachtsmen say they can't accept this and they can't accept that, a position which English yachtsmen do not understand. In fact, the America's Cup has been hedged about with 'deeds' and 'clauses' that its importance as a challenge trophy has almost vanished, and it is now only a piece of old silver. In fact, I believe it has a hole in its bottom."

BARNIE IS STILL DEFIANT.

The Suspended Baseball Manager Refuses to Sign His Name.

The meeting of the Board of Arbitration of the National League to consider the cases of Billy Barnie and Fred Pfeffer, who were suspended by the League in November for alleged complicity in the organization of the proposed American Association, was held at the Fifth Avenue Hotel to-day.

All the members of the Board, Messrs. Young, Soden and Byrne, were present.

To-day's meeting would indicate that the new association has met with failure, and the project has been abandoned.

Barnie and Pfeffer were suspended at the same time that Buckenburger, of Pittsburgh, was. The latter was reinstated about two weeks ago. The League gave all these until Dec. 20 to make their explanations. Barnie was present to-day to argue his own case, but Pfeffer sent a written statement.

The Board went into session at 11 o'clock. The first part of the session was spent in straightening out tangles involved in minor leagues. President J. J. Hanlon, of the Pennsylvania State League, was given a hearing. He informed the Board that his organization wished to be hand and glove with the paternal organization, and asked that the big body protect its players.

Barnie went before the Board at 11:30 and remained over an hour. A stenographer was present. When he came out of the secret chamber, Barnie said he was not at liberty to state what was said.

He said, however, that he did not come before the Board, nor did he request a hearing. He claimed that he was not consulted by his lawyer and at the Board's request.

President Young and Barnie left the hotel. In answer to questions Mr. Young said that no decision had been arrived at in either case.

COATMAKERS LOCKED OUT.

Clothing Contractors Gave Them a Sorrowful Christmas.

Five hundred members of Overcoat and Sack Coat Makers' Union No. 30 were locked out to-day by the clothing contractors. The workmen will meet to-night at 120 Pitt street.

The contractors also discharged 150 basters to-day, and reduced wages on coats.

Meyer Schoenfeld has organized 200 of the women employed as finishers on coats, to resist the tenement-house system of doing work.

Weather Forecast.

The weather forecast for the thirty-six hours ending at 3 P. M. to-morrow is as follows: Fair to-day and Friday; slightly warmer; southerly winds.

The following record shows the changes in the temperature during the morning hours, as indicated by the thermometer at Perry's pharmacy: 3 A. M., 32°; 4 A. M., 33°; 5 A. M., 34°; 6 A. M., 35°; 7 A. M., 36°; 8 A. M., 37°; 9 A. M., 38°; 10 A. M., 39°; 11 A. M., 40°; 12 M., 41°; 1 P. M., 42°; 2 P. M., 43°; 3 P. M., 44°; 4 P. M., 45°; 5 P. M., 46°; 6 P. M., 47°; 7 P. M., 48°; 8 P. M., 49°; 9 P. M., 50°; 10 P. M., 51°; 11 P. M., 52°; 12 M., 53°; 1 P. M., 54°; 2 P. M., 55°; 3 P. M., 56°; 4 P. M., 57°; 5 P. M., 58°; 6 P. M., 59°; 7 P. M., 60°; 8 P. M., 61°; 9 P. M., 62°; 10 P. M., 63°; 11 P. M., 64°; 12 M., 65°; 1 P. M., 66°; 2 P. M., 67°; 3 P. M., 68°; 4 P. M., 69°; 5 P. M., 70°; 6 P. M., 71°; 7 P. M., 72°; 8 P. M., 73°; 9 P. M., 74°; 10 P. M., 75°; 11 P. M., 76°; 12 M., 77°; 1 P. M., 78°; 2 P. M., 79°; 3 P. M., 80°; 4 P. M., 81°; 5 P. M., 82°; 6 P. M., 83°; 7 P. M., 84°; 8 P. M., 85°; 9 P. M., 86°; 10 P. M., 87°; 11 P. M., 88°; 12 M., 89°; 1 P. M., 90°; 2 P. M., 91°; 3 P. M., 92°; 4 P. 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